

Date Signed: 4/25/2008

ALMAR Number: 014/08

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MSGID/GENADMIN/CMC WASHINGTON DC//

SUBJ/PRIVATE MOTOR VEHICLE AND MOTORCYCLE SAFETY
REQUIREMENTS//

REF/A/MSGID:DOC/CMC WASHINGTON DC SD/11APR2007//

REF/B/MSGID:DOC/CMC WASHINGTON DC SD/29DEC2000//

AMPN/REF A IS CMC WHITE LETTER 01-07, MARINE CORPS
MANDATORY SEAT

BELT POLICY. REF B IS MCO 5100.19E, MARINE CORPS TRAFFIC
SAFETY

PROGRAM (DRIVESAFE)//

GENTEXT/REMARKS/1. MARINES, 24 OF YOUR FELLOW MARINES
HAVE DIED IN

14 PRIVATE MOTOR VEHICLE AND 8 MOTORCYCLE MISHAPS SINCE 1
OCTOBER

2007. THESE NUMBERS ARE STAGGERING AND COMPLETELY
UNACCEPTABLE.

2. PROPER SEAT BELT USAGE DRAMATICALLY REDUCES THE CHANCE
OF INJURY

DURING MOTOR VEHICLE MISHAPS. THROUGH MARINE CORPS
ORDER AND A

LETTER TO ALL COMMANDERS, I HAVE OUTLINED MY VIEWS ON THE
USE OF

SEATBELTS FOR ALL MARINES AND THE COMMANDER'S TOOLS
AVAILABLE TO

HOLD MARINES ACCOUNTABLE (SEE REFS A AND B). IN SHORT,
FAILURE OF A

MARINE TO WEAR A SEAT BELT WHILE IN A MOTOR VEHICLE IS
PUNISHABLE

UNDER THE UCMJ AND MAY ALSO BE CONSIDERED MISCONDUCT
DURING LINE OF

DUTY DETERMINATIONS.

3. MOTORCYCLE FATALITIES CONTINUE TO RISE AT AN ALARMING
RATE. IN

FY07, WE LOST 19 MARINES IN MOTORCYCLE MISHAPS - MORE THAN
AT ANY

PREVIOUS TIME IN OUR HISTORY. RECENT TRENDS INDICATE A
CULTURE OF

NONCOMPLIANCE AMONG YOUNGER RIDERS, IN PARTICULAR SPORT-

BIKE RIDERS.

THESE TRENDS FALL SHORT OF THE PROFESSIONALISM I EXPECT FROM ALL

MARINES. IN RESPONSE, THE FOLLOWING ACTIONS ARE DIRECTED.

A. MOTORCYCLE OWNERSHIP IS A SIGNIFICANT

RESPONSIBILITY. PRIOR TO

PURCHASING A MOTORCYCLE, ALL MARINES WILL CONSULT WITH THEIR

LEADERSHIP IN ADVANCE TO BE CERTAIN THAT THEY ARE AWARE OF THE

RESPONSIBILITIES THAT COME WITH OWNERSHIP. THESE RESPONSIBILITIES

INCLUDE PROPER REGISTRATION, TRAINING, AND MANDATORY WEAR OF

PERSONAL PROTECTIVE EQUIPMENT (PPE).

B. ALL MARINES WHO PRESENTLY OWN OR PURCHASE A

MOTORCYCLE, WHETHER

OR NOT THEY INTEND TO RIDE ON BASE, WILL PERSONALLY REPORT THEIR

OWNERSHIP TO THEIR COMMANDING OFFICERS/OFFICERS-IN-CHARGE WITHIN 48

HOURS. THE FAILURE OF A MARINE TO REPORT OWNERSHIP IS PUNISHABLE

UNDER THE UCMJ. FURTHER, THESE MARINES WILL APPROPRIATELY REGISTER

THE MOTORCYCLE WITH THE PROVOST MARSHAL'S OFFICE ON THE INSTALLATION.

C. WHEN OWNERSHIP OR PURCHASE OF A MOTORCYCLE IS REPORTED,

COMMANDERS SHALL VERIFY WITH THE PROVOST MARSHAL'S OFFICE THAT THE

MARINE HOLDS A VALID DRIVER'S LICENSE WITH A MOTORCYCLE ENDORSEMENT

AND THAT THEY HAVE COMPLETED OR ARE SCHEDULED TO ATTEND THE

MOTORCYCLE SAFETY FOUNDATION BASIC RIDERS COURSE (BRC) AT THE

EARLIEST OPPORTUNITY, AND THAT THE MARINE KNOWS WHAT PPE IS REQUIRED

WHILE RIDING. ON INSTALLATIONS WHERE THE BRC PROVIDES A MARINE WITH

THE MOTORCYCLE FOR USE IN THE COURSE, LEADERS SHALL ENCOURAGE THE

MARINE TO COMPLETE THE BRC PRIOR TO THE PURCHASE.

D. FAILURE OF A MARINE TO WEAR REQUIRED PPE WHILE RIDING A MOTORCYCLE IS PUNISHABLE UNDER THE UCMJ AND MAY ALSO BE CONSIDERED

MISCONDUCT DURING LINE OF DUTY DETERMINATIONS.

4. SAFETY PROGRAMS DO NOT REPLACE LEADERSHIP; BUT PROVIDE ADDITIONAL TOOLS TO OUR COMMANDERS. THESE ACTIONS PROVIDE OUR

MOTORCYCLE RIDERS THE EDUCATION AND TRAINING THEY NEED TO AVOID OR

SURVIVE A MOTORCYCLE MISHAP. LEADERS WILL ENSURE STRICT ADHERENCE

TO THIS ALMAR AND APPLICABLE ORDERS AND SET THE FOUNDATION OF SAFE

PRACTICES TO PRESERVE OUR MARINES AND SAILORS AND THE EQUIPMENT THEY OPERATE.

5. SEMPER FIDELIS, JAMES T. CONWAY, GENERAL, U.S. MARINE CORPS,

COMMANDANT OF THE MARINE CORPS.//